

RNARS

NEWS  
SHEET



July 1966

### EDITORIAL

This issue of the News Sheet has undergone a face lift due to the kindness of George Partridge, G3CED, in providing a new style cover. It has also been printed in quarto size, since this looks better, in spite of protests by the typist. The actual production of the News Sheet has been switched from Malta to U.K. "Dave" Davies, 9H1AD is still retaining an active interest in its preparation.

One point which has shown up yet again is the almost complete lack of articles from members. This is your magazine so if you wish it to contain more than routine items please do something about it. Only those members providing articles are entitled to grumble!

The information in the last News Sheet concerning a possible reduction in subscription rate appeared to be somewhat ambiguous. It is obvious that there will be a saving as a result of discontinuing the issue of the "Communicator", so the committee has asked the Honorary Treasurer to make a proposal that can be tabled at the A.G.M. He will of course have to take into account increased postal charges, procurement of a Gestetner (can somebody offer a cheap one?) cost of materials for the News Sheet and the usual annual outlay. This is not a sting in the tail, just commonsense! So do keep your fingers crossed until the A.G.M., and please do not swamp our non-existent secretary with queries. - G3ENI.

### President for 1966

Captain J.R. McKaig, CBE, who relieved Captain D.V. Morgan, MBE, has very kindly consented to become the President for the remainder of 1966.

### Annual General Meeting

The A.G.M. will be held on 29th October 1966 at the end of the Radio Hobbies Exhibition as usual. It is hoped to get the usual room in Seymour Hall in which case the commencing time will be 1600.

### New Committee for 1966/67..

Any member who lives near, or can reasonably reach the Portsmouth area on a Saturday every other month, who would like to serve on the committee is requested to inform the Secretary at HMS MERCURY as early as possible so that nominations and voting forms can be sent out to members. There is a direct rail service to London as is well known and prospective committee members could be transported to and from the nearest station if necessary. Please lend your support and above all please vote.

### Change of Secretary and Station Manager

Gordon Perry, G3BJO, has now arrived at Kranji, Singapore where we hope he will be able to get on the air with a loud thump. His post as secretary was taken over by Joe Poole, G3JRC. Joe has been busy on course, is away for the next six weeks, and his future is unsettled. Rapid and frequent changes of secretary and station manager are not good for the society or the Q.R.Q runs. Thus once again we have to lock the door of the "shack" until "drafty" coughs up another member. There is no pool of licensed amateurs at Mercury for such contingencies.

### Points of interest from the last committee meeting

The two metre equipment has now arrived at H.S Mercury and is being checked out by G3JNY. Arrangements are being made with KW to have the Viccroy and its power amplifier overhauled. G3JZV undertook to organise and run the Q.R.Q for the present, probably on equipment outside H.Q. It was agreed that G3JNI would look into the possibility of organising a small mobile rally to coincide with the R.N. Air Station Leon-Solent Open Day on 25th June 1966. It was decided to help out 9H1AD, the editor of the news sheet, by carrying out its production in the U.K. It was noted that very few members had come forward with articles.

## Broadcast and Television Interference

Frequently the viewing and listening public are harassed with interference on all wavelengths. Some of the sources are readily pinpointed and as readily dealt with at the source or receiving end. The G.P.O. deal with all the sensible complaints promptly and tactfully - but there is one source of interference with which they find difficulty - this is the interference generated by the sparking at the pickup brushes of scale model racing cars and the twin track on which they run.

The tracks, built by the Do-it-Yourself enthusiasts consist of metal foil glued to a base board. Where two or more models are raced together the tracks are concentric with each other, following a route of straights, slow bends and fast bends. Power to the individual tracks is supplied from a speed controller - a potentiometer operated by a push - supplying a D.C. potential from zero to maximum which modulates the sparking very effectively as the speed of the cars is varied. The race tracks vary in size, say 4' x 3' to 20' x 8' and are ideal slot radiators. The resulting interference is indeed heavy, making normal reception of long-waves to 70 cms impossible or very difficult either aurally or visually. The waveform of the interference is saw edged and visually can range from a complete wipe out of the picture to one covered with heavy broken lines.

The G.P.O. are knowledgeable of this type of interference and have obtained co-operation from manufacturers making this form of entertainment whereby they, the manufacturers, install suppressors to cars and track at the factory. However the suppression varies from layout to layout and is not entirely satisfactory.

cont.....

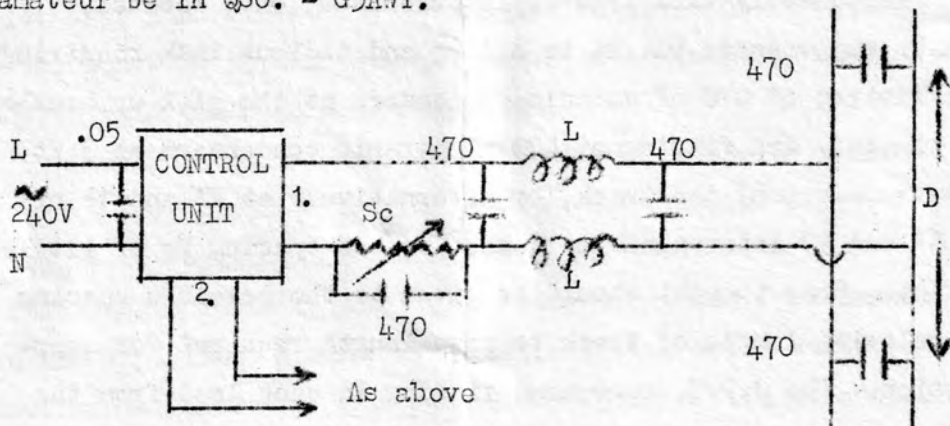
Most race enthusiasts build their own equipment to obtain more powerful and faster cars. These, without suppression of any kind, plus the ripples and wrinkles in the foil of the track create a "good type" of spark transmission from which an amateur can "suffer" on most of the bands available to him i.e. top band to 70 cms.

Fortunately this type of interference, once located, can be suppressed; but it is a long and tedious task requiring the fitting of 470 pF ceramic condensers at the pick up brushes in the car, the fitting of 470 pF ceramic condensers at 3 ft intervals around the track, or alternatively at 2' and 1' or 1' 6" and 9" intervals should the greater spacing be of little effect. Some thought should be given to the possible spacing by relating length of track to wave length required for suppression. The G.P.O. recommend fitting in each lead from the pick up brush a miniature R.F. choke No.18 as well as the 470 pF ceramic condenser. The chokes are in series in each lead before the condenser. Also to fit a filter network in the A.C. supply to the control unit to the track, and to suppress the speed controller with a 470 pF ceramic condenser across the D.C. at the point of cable entry.

One feature frequently overlooked when building the tracks is to ensure the precise laying of the foil so that at no point are there any imperfections, and that the foil lays true without ripple and wrinkle. At best the radio amateur will be disappointed at the rate of progress in suppressing this interference because the race enthusiast first wants to "get going" with the cars and not waste time soldering in the bits and pieces to the cars and tracks.



The diagram shows the type of filtering necessary bearing in mind the variations in the spacing around the tracks for the 470 pF condensers. A telephone from shack to race track if the radio amateur and enthusiasts are neighbours might be an effective method of stopping the cars and making mutual arrangements should the radio amateur be in QSO. - G3AWY.



Sc Speed controller.

D 3ft, 2ft or 1ft as required.

L G.P.O. Inductor RF No.17

L<sub>1</sub> " " " No.18 (fitted to cars)

Inductors obtained from:

G.B. Electrical,  
1 Goodmayes Road,  
Ilford,  
Essex.

Mobile Rally at R.N. Air Station Lee-on-Solent

This was held on 25th June concurrently with the "Open Day" and was fairly well attended by Amateurs bearing in mind that it was a Saturday and that another rally was being held the following day. An extensive static display of Naval equipment, mostly Fleet Air Arm, was shown which included the latest types of aircraft. Children's playgrounds both outside and inside were fitted up, and were highly popular.

The main event of course was the flying display. This commenced with the usual helicopter antics with a pair of real female witches who flew past on the ends of the winching cables. All the modern Naval aircraft - and some old ones - were put through their paces. We saw the last remaining Swordfish together with Spitfire, Provost, Sea Hawk, Hunter, Scimitar, Vixen, Buccaneer, Whirlwind and Wessex types. The Provosts gave a high quality display of aerobatics and in-flight refuelling was demonstrated by the Vixens. Plenty of Royal Marine Commando activity took place using the Wessex helicopters and SRN-5 Hovercraft.

Unfortunately rain set in and the free fall parachutists got rather wet. The rain also stopped the gliders, P.T. display and "Beating The Retreat" by the Band of The Royal Marines. Altogether 7,985 people attended the open day.

The R.N.A.R.S. stand operated G3BZU/A with a variety of equipment on 160 and 4 metres. Home built, commercial ex service and amateur equipment was on view. The aerials were a 300ft end fed, and a vertical coaxial dipole. Operators were G3AWY, G3ENI, G3JZV, G3MRC and G3ORR. Reg Powis, who has now taken his R.A.F. was also on duty at the stand.



First prize, a fluorescent table lamp, for longest distance travelled went to G3TIX from Bradford, Yorks. Second, an illuminated magnifier, to G3THU from Coventry. The runner up was G6LQ from Weston Super Mare.

This rally was of course not meant to be on the large scale of the one at Mercury in 1965, but was an opportunity for R.N.A.R.S. members and others to have a get together at negligible expense to the Society.

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Dx-News by J. COOTE, G3UGT

Area 126

Volcano Island, KG6IC is active SSB 14250 kHz best time for Europe 1200Z.

Ross Island Antarctica, KC4USK, is active 14315-14320 kHz, 0700-0800Z using a KWSI, 75A4 to 3 EL. Bean. He will be here till October. QSL KINAP.

Rhodes, SV0WJ, is still active from here on SSB. SV0WF is now QRT from here.

San Andres, HK0AI, HK0AV, are both active CW on 14 MHz around 2300Z. (Dx-press).

French Oceania, FO8AA, AB, AG, AQ, are all active on 14 MHz SSB early mornings. FO8BJ is active 14, 21 MHz, CW, 0600 - 0800Z. (Dx-press).

Egypt, SU1AR is on 21 MHz, CW, SU1IM, SU1DL are on 21, 14 MHz, CW, 4U1SU is on 14 MHz, SSB.

Gloriosa, Dxpediton by CR7GF, ZD8HL, rumors have it that they will have started from Gloriosa on 9/10 June for 4/5 days, then on to FH8 for 2/3 days, then on to VQ9 for 2/3 days, finishing on Reunion FR7 for 2/3 days, but have not heard as yet if this Dxpediton has been worked or if it is active as planned. QSL, VQ9, Radio Club de Venezuela, others to W6LDA (LIDKA).

Santa Lucia, VP2LS Opr., WA6WTD active from 20th June for 5/7 days SSB, 14195kHz, CW, 14035 kHz. QSL W6KTE.

Brunei, VS5JC active CW low end 14 MHz, daily around 1500Z, for 10/11 months stay. QSL S/Sgt. Cooper, 247 Gurkha Sig. Sqdn., C/O P.O.B. 777, Singapore. (Dxpress).

South Orkneys, LU1ZG is active from here CW 21,251 kHz, has been worked around this frequency around 1700Z. (DXMB).

South Shetlands, LU1ZC CW prefers the low end of 14 MHz. Will also listen for SSB stations.

OK4CM Michal OK3CM active M/M from M/S BOJNICE, but only from High-seas, BLACK, AEGEAN, ADRIATIC and MEDITERRANEAN seas. (OK3EA).

Fiji Islands VR2EX & VR2DK are both very active on CW, prefer 21 MHz, around 0800Z.

South Shetlands, VP8EM is active CW 14 MHz, around 0800Z.

Mongolia, JT1AG, AD, AJ, are all active CW 14 MHz.

Tristan Da Cunha and Gough Islands. ZD9BE Alan has been very active most days between 1900-2000Z on 14241 kHz, but mainly listening on 14250 kHz. (W2GHK).

Andorra, PA0BRM and DK are planning a trip to here from 13th July-20th July CW, SSB with Call PX1BRM. (Dxpress)

Portugese Guinea, CR3KD or CT1KD is active from here on CW 21060 kHz, he does work on AM 21 MHz also. (WGDKC).

Italy from an island near Ravenna, 1D1IDA will be active AM SSB CW on all bands from 25th June-27th June.

OK4CM M/M CW Freqs., are 3505, 7010, 14020, 21040 kHz mostly 2000-2300Z. (Dxpress).

Wallis FW8RC Robert is active most Sundays 0700Z on 14241 kHz. QSL R. Claret, P.T., Mata-Uta, Wallis via Nounea, New Caledonia. (Dxpress).

Comoros. Reports state that this Expedition by CR7GF, ZD8WL has been delayed till the 25th June. Calls will be Comoros FW8GF, Glorious FR7ZO, Tremelin FR7ZP, Juan da Nova FR7ZQ. (NEDXA).

Spitzbergen, LA4FG/P is the only one on from here.

Jan Mayen Island, LA2IK/P, LA5AK/P, LA6XI/P are all active 14 MHz CW. LA5CI/P all bands CW, SSB.

British Guiana, Now 4U2, 4U2BZ is reported active CW 14075 MHz. (MBDX).

Guernsey, Iris & Lloyd will be active during July from here with call GC5ACI/WB6QMP.

Heard Island, Reports state Don Miller left Durban for here on the 25th June. Should be active as VK2ADY from the 10th July for at least 2 days.

NEW MEMBERS

- 301 MACKAY, Kenneth, M.B. Lt. Cdr. RNR.,  
108 Lodge Hill Road,  
Lower Bourne,  
Farnham,  
Surrey.
- 302 ACHESON, Douglas, H. Cdr. (Rtd),  
18 Tillingbourne Road,  
Shalford,  
Guildford,  
Surrey.
- 303 WITHERS, Ernest, W. VE3EFO,  
373 Egan Street,  
Port Arthur,  
Ontario,  
Canada.
- 304 GORMAN, John, H. GW3UVG,  
7 St. Anthony Road,  
Cardiff,  
Glamorgan.
- 305 STILES, Reginald, W. G3UEN,  
"Uplands",  
North Marine Road,  
Flamborough,  
Bridlington,  
East Yorks.

Change of Address

- 200 HARDY, N.A.T., G3TJD,  
"Kingsclere", Fulford Road,  
Fulford,  
Stoke-on-Trent, Staffs.
- 258 SMITH, M, G3TRV;  
161 Batley Road,  
Kirkhangato,  
Wakefield,  
Yorks.

## SUBSCRIPTIONS

The secretary wishes to acknowledge receipt of the following subscriptions received since 1st January, 1966:

2	25	54	116	206	258
3	28	55	128	207	260
7	29	57	131	211	264
9	33	67	170	218	265
10	34	69	180	221	268
11	37	72	185	248	269
13	44	74	188	255	270
23	48	79	189	257	282

The following subscriptions are overdue. If you have paid recently, please disregard:

6	83	149	200	227	256
14	84	150	202	228	259
15	89	153	205	230	261
16	90	164	208	234	263
21	95	165	209	235	267
22	98	168	210	238	271
26	100	169	212	242	272
27	102	171	213	243	273
31	105	172	215	244	274
36	106	174	216	246	275
39	124	175	217	247	276
43	135	176	219	249	277
46	139	178	220	250	278
49	140	190	222	251	279
53	142	191	223	252	288
58	144	194	224	253	
64	146	199	226	254	

The following subscriptions fall due on 1st July, 1966:

121	181	233	281	184	286
154	225	280	283	285	287
					289